triangle, it appeared that the Defender had covered this distance in 2 hours and 20 secands. Practically she had made five knots an hour to the good in windward work -so said the lingoes who were discouraged too soon by the spectacle of the tremendous advantage the Englishman had in the spread of canvas forward. It was enough, however, to discourage the most optimistic of the jingoes affoat.

Not one man familiar with yachting in all that crowd could have foretold the result of the work on the second leg, and even the most hope ful of all said that he didn't believe the Valkyrie would more than double her previous gain. At that his associates told him he was wholly untrustworthy in any case where patriotism could influence judgment and the subject was dropped. The Englishman was doing us, as all hands said, and that was all there was about it.

DEPENDER HANGS ON.

It was, as said, a broad reach of ten miles. There was an elegant breeze. Those in a posttion to watch the Valk vrie closely saw that she was literally smoking through the water. The spray that was sourted up from under her bows as they beat down on the tiny waves looked like clouds of smoke above the dark water. Those huge head sails were pulling as if all the pretty girls of London had hold of a the course. Under the Defender's bows it was not so, and with that miserable little handkerchief above the fib it looked as if all the Yankee and smile, snob fast ion, on my Lord and his

And yet when half the course was covered it was found that things were not what they seemed. The old satts began to polish their binoculars that they might get a clearer view of the two racers. Then one and another turned to look inquiringly at his neighbor before say ing anything about his own judgment in the matter. But the jingoes could not keep still long. They could see it if they could see anything, and they were game to say so at last, for by the great horn spoon, in spite of her hoop skirts the Valkyrie hadn't gained a dinged

The conservative yachtemen looked long and carnestly at the racers, and then held on to themselves. It seemed exactly as the enthusiasts had said, but it was almost too good to be true. They'd wait until they got the figures at the turn before they whooped

They didn't have long to wait. The yachts, as said, were boiling along. The red flag of the stake buoy soon hove in sight and the nimble seamen of the British leader made haste to down their balloons, because once around the turn it would be a close reach home. The excursion steamers had been humping themselves over the route, and the swifter ones had cathered at the turn in a huge curve, with bank on bank of spectators, like unto the ancient amphitheatres. And it was a lithe and active gladiator that led the way before that throng, a gladiator that was received with cheers and roaring whistles as he waltzed around the float and hastened away The plucky Yankee was after him, however

and as Defender came speeding along with scarce a splash or a bubble the old saits got out their split-second chronometers to watch the toot on the Judges' tug that should announce the turn of the second boat.

And when that turn was made there was such akurrying of pencils on paper to see by how much the Briton led as has rarely been known at a yacht race off Sandy Hook. Here are the figures that were obtained officially:

SECOND TURN.

.....1:58:102:01:45 Defender The Englishman was leading by but 3 min-

tes and 35 seconds, although he had led by 3 minutes and 52 seconds at the first turn. The Defender, with her handkerchief jib topsail, had actually gained seventeen seconds on the cloud

The old salts were now ready to whoop, and they did whoop. They had seen many a race, and many a glorious victory, but never before had they seen a yacht clothed as the Defender was overhaul a rival clothed as the Valkyrie was. It was simply a marvellous proof of the superiority of the Yankee's model. It was better, under the circumstances, than half of the victories we have won. The speed of the crippled Yankee on this leg

was extraordinary. The wind had been noted as a fresh breeze, but it hardly turned a white cap. The Government observer on Sandy Hook measured the speed of the wind at fifteen miles per hour, and yet the Defender covered the ten miles in 1 hour and 10 seconds.

THE RIVALS TURN FOR HOME.

It was plain enough to sharp-eyed observers, after the Valkyrie had rounded the second mark, that the Britons were somewhat uncertain of their traditional ability to rule the waves. They did not dally in hauling down their balloon jib topsail and substituting for it a

They realized that the stern chase in which they were then vitally interested might not be so long as stern chases are proverbially suped to be. The Valkyrie's lead of 3 minutes and 35 seconds at the second mark was threatened the moment the Yankee fiver turned. There were watches out on her, and the hands indicated to her talent that she had picked up seconds on the British cutter, bounding home, and making more fuss forward than was consistent with rapid progress. To the multisude the Valkyrie was now, apparently, a sure winner. To patriot yachtsmen who had been close observers of the Defender's previous performances there came a gleam of hope.

They had found out that she was a witch in what is now popularly, although not with nautical accuracy, known as "broad reaching," and they were enthusiastic enough to believe that she might more than make up on the last leg of the course the two minutes and four seconds she needed to be on even terms with ner rival. Capt. Haff and his advisers quickly responded

to the exultant hope of the patriots. As the Defender gybed around the mark, swinging her massive steel boom to starboard, a dozen supple Deer Islanders sprang forward, and, with arms and fingers moving swiftly as the claws of hungry crabs, gathered inboard the handkerchief Up went the larger jib topeall in links! In an

instant it was broken out and sheeted in. The Yapkee sailormen had imbibed the dauntless pirit of their skipper. No race is over until the yacht astern crosses the finish line.

As the experts saw the Defender's larger jib topsail materialize they wondered why she had not set it on the other leg. The explanation came later. The port shrouds and spreader, being intact, were able to stand the strain of the buiging jib topsail better than the loosened starboard shroud and starboard spreader, the horn, or end of which, it was said, had been carried away. Even with the jib topsail to starboard, there was a mighty dangerous tension.

The observers feared that the buckled topmast would give way under the towing power of the sail. Capt. Haff was doubtless stirred by the same apprehension. He had one desperate chance to win or to finish with a glory that might be more effulgent than victory.

It was the final leg of the course, and he knew that under the influence of the same head sail he carried on the second leg he could not hope to improve his position. hautical folk near the second mark held their breath when they saw the intermediate jib topsail flutter from the stay. The yachta were now on more equal terms than they had been at any other period of the race. They carried, besides mainsails and club topsails, their fore staysails, jibs, and jib topsails. The fore staysall of the Briton was a balloon, that of the American was smaller by many yards. This was her chies

The wind had acquired a slight westerly tendency, and was therefore about abeam. It had also increased a bit, and was conjectured to be

Herreshoff model in fine or stormy weather The perves of the lingoes tingied with exectancy. What a glorious victory it would be if the wounded duellist should at last vanquish her enemy! They held to this vision of joy until the very last.

It became brighter as the minutes, full of supreme anxiety, wore on. There were some who wagered that the Valkyrie would be defeated by a few seconds, and hundreds who were willing to bet that she would win by less than thirty seconds.

LAME, BUT NOT LIMPING.

It was magnificent sailing to the home mark. When the titanic strugglers were within five miles of the goal the nimble-fingered spirits of the wind wove, here and there, bits of evanescent lace on the flying skirts of the sea. And the more it blew the brighter grew the prospects

of the lame, but not limping, Yankee sloop. No one on the attending fleet was close enough to see the expressions on the faces of Lord Dunraven and the other British yachtsmen as the Defender, with ghost-like celerity, drew up on the Valkyrie; but it was revealed later that the Britons were undecided, even after the finish. until they read the official time, whether they

she will never be in it with the smooth-going he said. When asked for his view of the foul

he said. When asked for his view of the foul he said:

"I was at the tiller, and I distinctly heard Mr. Iselin say as the Defender put her helm hard down. We are going to run into you.

Now, we were ahead and had the right of way and we had to hold our course or run into the Luckenbach."

On the Defender were found Capts, Haff and Terry and Herbert Leeds, Mr. Iselin being away consulting with the Cup Committee. He returned for Mr. Leeds shortly after d'o clock and when asked about the foul said:

"It is impossible for me to discuss the matter. It is in the hands of the committee, and they will render a decision to-morrow. The whole matter rests with them."

Mr. Iselin said that the Defender had not been seriously damaged by her encounter with the Valkyrie's boom except that the laws of her starbuard spreader were carried away and that her topmast was sprung and broken.

When asked if he had another topmast ready, Mr. Iselin said:
"Oh yes we will take the Defender to the

Mr. Iselin said:
"Oh, yes, we will take the Defender to the
Erie Basin to-morrow morning and put a new
toomast in her and repair her rigging."
"Will you be ready to race Thursday?" was "Oh, yes: we will be all ready by to-morrow night."

night."
Mr. Iselin was then asked if he had been bothered nuch by the excursion steamers. He answered:
"No, except at the start, when the Yorktown got right in our way. Now, that is all I can say, and you must excuse the Irom discussing the foul as it is in the hands of the committee."
Mr. Iselin was asked whether the Regatta or The Vallyrie was looking somewhat hand-

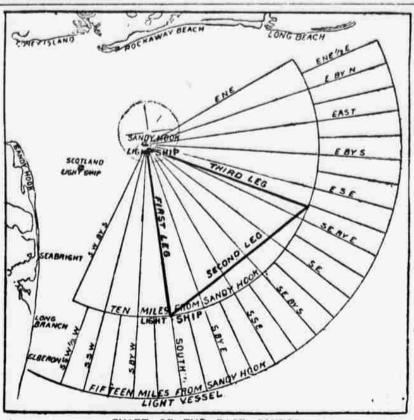


CHART OF THE RACE COURST. [Copyrighted by the New York Yacht Club.

somer than the Defender on the last leg, but she lacked the practical quality of getting there. The curves of her head sails were visions of delight, but they were curves that the Defender got on to without trouble. Her jib and jibtopsail also might have suggested creations in mar-

ble or alabaster if her stays had not sagged and orinkled the sails at the luft. On they came, with the fleet that had steam power to keep up sprawling to leeward, adding to the dulness of the misty air alow by mushroom puffs of steam and smoke! Yankee hearts bounded with the feeling that, after all, there was a fighting chance for their great sloop.

At last the Briton sweeps across the line! There is no joy pictured on the faces of the ship's company: only doubt. They look a trifle brighter as they hear the bellowing and screeching of whistles, punctuated by the boom or bark of cannons.

The news that they had got home by a safe margin seemed to have a soothing effect on the Valkyrie's company, but it evidently did not inspire them with a mad desire to turn handsprings, such as Designer Burgess used to exe-

This time the fleet did not follow the victor in. They waited for the sturdy Yankee yacht to finish. How splendidly she rode the pulsing sea, turning a mere feather of foam from her weather bow. Will she make it, with her allowance, in time to cover her loss on the

boat eyes were fixed on watches to note how near to the British yacht the beloved sloop would finish.

She slips past, amid the prolonged applause f whistles, let loose by ready hands, and the banging of yachting artillery. They all know that she has lost by a narrow margin, but they keep up the tooting and the firing until the swift sloop is far beyond the line, on her way up to Bay Ridge.

The Valkyrie was timed at the finish at 2:55:22 and the Defender at 2:57:40. The Defender made the last leg of ten miles at the rate of 10.7 miles an hour, 1 minute and 17 seconds faster than the Valkyrie. The time of the De fender between the second mark and the finish war 55 minutes and 55 seconds, and that of Valkyrie, 57 minutes and 12 seconds. Summary

Start. 1st Turn. 1d Turn. Finish.

W. M. S. H. M. S. H. M. S. H. M. S.
Valkyrie... 11 00 18 12 74 3 1 58 10 2 55 22
Defander... 11 01 15 1 01 35 2 01 45 2 57 40 Finperd Time. H. M. S. B 55 09 B 56 25 Valkyrie wins by 47 seconds.

WHAT IS SAID ON BOTH YACHTS. Each Shipper Tries to Shift the Blame On His Rival's Shoulders.

Soon after the rival racers passed the Horseshoe they were taken in tow to Bay Ridge, where they found the tug L. Luckenback with the America's Cup and Regatta Committees on board awaiting their arrival. Immediately after the yachts dropped anchor off the Bay Ridge Ferry Mr. Iselin and Lord Dunraven had long conference with the joint committees,

Just what was said and done at the meeting is never likely to be made public, but that it was decidedly interesting may be inferred from the fact that it lasted considerably over an hour. As no member of the committee would discuss Mr. Iselin's protest or the collision which led to it, a Sun reporter boarded the City of Bridgeport to get Lord Dunraven's side of the story.

Lord Dunraven declined to see any one, and orders were issued to keep all newspaper men off the boat. A Sun reporter, however, found Sailmaker Ratsey on the upper deck, but he positively declined to discuss the accident. Arthur Glennie, Lord Dunraven's friend, appeared just then, and seemed in anything but a amiable frame of mind.

'Now," he said, " you must get right off this We positively won't say anything about the collision. The whole matter is in the hands of the committee. No. I won't talk any more; you must go," and Mr. Giennie ran to the other side of the Bridgeport and forcibly kept another reporter from bearing.

Capt. Cranfield, however, was a little more salvative.

Capt. Cranfield, however, was a little more talkative. He said:

"It was all Mr. Iselin's fault, or there would have been no toul at the start. They festied us. We did not foul them. Their rigging caught in the end of our boom and they carried away their starboard spreader.

When asked if he had any explanation to make about the way the accident happened he said:

"There is no explanation to make except that Defender ran into us. You see, Defender rounded under the Yorktown's stern, which got in the way as we were manceuvring for the line, while we spun around this side. The Valkyrie was shead, and had the right of way. We were next to the Luckenbach, which marked one end of the line. As the Defender came around they put her helm hard down and started for us. If ad we luffed we would have ran into the Luckenbach. Therefore we held our course, and it was no fault of ours that the foul occurred.

When asked what Lord Duprayen would do

blowing about thirteen knots. Even the amateur could see, so minutes after the Defender headed for the finish, that she was gaining on the leader, which aplayled much more than the Yankee as she literally ploughed through the short and creations and creations and creations which and creations wells.

The hammered the appay right and left with her spoon bow, convincing keen observers that the spoon bow, convincing keen observers that the short and creations are specified through the spoon bow, convincing keen observers that the spoon bow, convincing keen observers that the spoon bow, convincing keen observers that the foul occurred.

When asked what Lord Dunraven would do if Mr. Iselin's protest were allowed, Capt. Cransited that their slighted that their slighted was unspecification. While Capt. Capt. Then, as if they realized that their slighted was unspecification. The first the victor. By the time they had finished yrelling and land race in an American waters if fine y vality is the instant the shout for the victor. It is not allowed, of course we will stay here and race, and lowed, of course we will stay here and race, and lowed, of course we will stay here and race, and lowed, of course we will stay here and race, and lowed as a runk for the theorem they had finished yreling for Valkyrie the instead with the shouting was removed, and it must be constant. The protest is not allowed. The protest is not allowed. The protest is not allowed. The protest is not allowed the protest is not allowed. The protest is not allowed the protest is not allowed the protest is not allowed. The protest is not allowed the protest

Cup Committee would decide the protest, and

The Regatta Committee."

The Regatta Committee."

Herbert Leeds, while declining to discuss the protest, said that the Yorktown had bothered them considerably when they were maneuvring for the start. He also said that when the foil occurred the Valkyrie's sails covered the Defender, and that the horn of the latter's starboard spreader was splintered and her topmast sprang.

Sprung.
Nat Herreshoff, the Defender's designer, in speaking of the foul, said: Nat Herreshoff, the Defender's designer, in speaking of the foul, said:

"The Valkyrie's boom caught in our topmast shrouds and carried away the end of our starboard streader, while at the same time a bolt pulled out, allowing the brass strap holding the shrouds at the end of the spreader to fall to the deck. The collision also started one of the topmast shroud chain plates and bent it a little."

Mr. Herreshoft also explained that a shackle on one of the foot ropes at the end of the Valkkyrie's boom was what caught in the Defender's shrouds and caused the trouble.

Capit. Hank Haff, the Defender's veteran akipper, in speaking of the foul, said:

"Why, they deliberately kept the Valkyrie off or no trouble would have occurred. There was no occasion for them to do what they did. They had plenty of room.

"Our topmast is sprung, and we will have to Mr. Herreshoft also explained that a shackle

was no occasion for them to do what they did. They had plenty of room.

"Our topmast is spring, and we will have to get a new one," said Capt. Haff, looking regretully aloft. Continuing, he said:

"We were headed exactly for the lightship when Valkyrle swung off. Mr. Iselin said 'keep her straight,' We were then at the lower end of the line. Terry and I were at the forward wheel, while Mr. Thorne had the after one. Mr. Iselin said, 'Keep her straight; don't let her vary one inch.' They were not satisfied to have a clear course. They were following me sill the time. I wanted to keep away from them, but they followed us all around, the same as on Saturday.

Saturday.

"We had the lightship to steer by, and I know we did not alter our course by a hair's breadth. They bore right square off and when close to us they apparently got ratiled. A boit at the end of their boom caught our topmast shrouds and that was what caused the whole trouble. It's all a piece of foolishness on their part to sail a boat that way." a piece of roomships that the excursion boats had Capt. Haff said that the excursion boats had on

Capt. Half said that the excursion boats had not bothered them except at the start, and, on the whole, had kept away from them. A sailor on the Defender, who was near Mr. Iselin when the foul occurred, said he heard Mr. Iselin say to the Valkyrie's skipper:

"We will keep our course. If you keep off, you will hit us," and then the yachts collided.

All Capt. Terry would say was:

"That was a smart English trick, and it did not work."

ON BOARD THE ST. JOHNS. Members and Guests of the New York

Yacht Club See the Race.

A great many persons apparently forgot, or never knew, that the New York Yacht Club's steamer St. Johns was going to leave her pier, at the foot of Rectorstreet, at 9 o'clock, instead of 9:15, yesterday morning. Several ticket holders were left behind in consequence. Before the St. Johns got away a slight accident occurred. and old deck hands aboard said that it was an omen of ill luck. Later in the day, when Valthese same old deck hands looked solemn and said "I told you so this morning." The accident to the St. Johns was the breaking of the gangplank and the staving in of a portion of her lower railing.

St. Johns yesterday as on Saturday. When she reached the Hook the weather was perfect, and, unlike last Saturday, the sea was calm and unbroken. There were not many women on board yesterday, and those that were seemed to be

All in all, the crowd aboard the St. Johns was thoroughly nautical one, and nautical terms were flung around the decks at a rate that made the landlubber's brain fairly whirl with confusion. When the St. Johns first came into sight of Defender and Valkyrie jockeying around mighty shout went up from nearly every throat and the whistle gave out a blast of wel-

made every sportsman's blood fairly run a race within him. Offers of bets were made on every side. Daring odds were offered that Defender would win, but the crowd apparently did not include one Valkyrie man, and Defender's money fairly went a-begging. The course of the yachts and their relative po-

ons were followed with eyes glued to glasses

and with a breathless interest that It was long after the first leg of the race had been run before any attention was given to the tempting luncheon. Even then the enthusiasts hurried back to their points of vantage along the rail.

When the second leg of the race was completed and it came out that Defender, desnite her lack of canvas, had gained on her rival, a nighty shout went up from the St. Johns, and the interest became more intense. It was quite evident to the experienced that it would be almost an impossibility for the Defender to catch the Valkyrie, but those on the St. Johns were a hopeful lot, and rooted for victory to the end. When the last few miles of the third leg had been run and it was seen that the Defender was slowly saining on the Valkyrie, women and men began to dance in their intense excitement.

At last the end of the race came and Valkyrie had passed over the line. For half a minute not a word was heard from these on the deck. Then, athusiasts hurried back to their points of van-

Hood's Sarsaparilla Is the Only True Blood Purifier

and "drink and be happy" was the motto of the majority. But things were saily changed resterday. There was no singing and not much drinking, and the little wine that was sipped was taken in silence. Among those that saw the race from the St. Johns yesterday were:

was taken in silence.

Among those that saw the race from the St.
Johns yesterday were:

Mr. and Mrs. J. V. S. Oddie, J. V. S. Oldie, Jr. Alanson
Tucker, J. N. Winslow, Mr. and Mrs. G. H. Marra,
Charles Futton, M. A. Giuck, Mr. and Mrs. W. C. Hall,
Mr. and Mrs. Frank Fowler, Miss After Maudeltch, Mrs.
Mr. Le Duc. Henry Randolph, Mr. and Mrs. M. S.
Goddard, Mrs. Kevser, Mrs. Edward Wells, Alonzo R.
Jones, Edward Kelly, Richard Callish, R. L. Lippett, J.
Morray, F. M. Motty, Julian Meyer St. A. Jones,
Murray, F. M. Motty, Julian Meyer St. A. Jones,
Fenbody, James Roam, R. Schuyler, Benry Scien,
Mrs. Hold, C. Reid, Mrs. Ambros D. Henry, Mr. and
Mrs. H. Hopping, Briz. Gen. Corphinger, U.
R. A., Henry H. Rurdcke, R. W. G. Welllog, James W. Ridgeway, W. H. Appleton,
Mrs. Frederick W. Ebeleti, Mrs. George A. Kely,
Major Poshing, Adrian Jedin, C. Floyd-Jones, Arthur
Moore, Mrs. Phibounk, J. C. Ayer, Arthur E. Austin, H.
N. Aiden, J. W. Auchineless, J. A. Rrownson, W. L.
Hrooks, Mr. and Mrs. Leroy Fayles, John A. Brooks,
Mr. and Mrs. C. P. Huchanan, John Hurr Mayer, W.
Hownson, Henry Burlen, Jr., H. N. Bucknell, J. H.
Rreslin, H. A. Blaop, A. N. Chibona, H. M. Cook, G. A.
Cormack, A. H. Clark, L. T. Calaman, E. R. Coleman,
Mr and Mrs. V. M. Croinese, J. M. Davis, Tracy
Douds, Albert Darling, Dr. Trowbridge, Frank E.
Day, W. E. Kustin, A. M. Grianell, F. A.
Glies, Mr. and Mrs. Charles Geer, Miss Geer,
Harry Holbrook, H. R. Harper, A. C. Haydon, C. B.
Henrishaw, C. L. Peters, Edward Kelly, John Hurke,
C. A. Dones, A. L. Jennings, Mrs.
Edward, M. Robinson, Mrs. Hawden, Kolem, M. Look,
Mahon, Charle Ulrich, Odon O. Agur, T. Pitspatrick, T.
Lyon, John Winkle, Henry E. Welcott, Gen. M. C. Mc.
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Mahon, Charle Ulrich, Odon O. Agur, T. Pitspatrick, T.
Lyon, John Winkle, Henry E. Welcott, Gen. M. C. Mc.

To-morrow the St. Johns leaves her pier at the foot of Rector street at 9 o'clock sharp. REJOICING IN GLASGOW.

Special Cable Despatch to THE SUR.
Grasgow, Sept. 10.—Interest in the oup races, which had partly collapsed after the deeat of Valkyrie on Saturday, revived to-day as the challenger increased her lead. The scene outside the Citizen office when the result was made known at 7:58 o'clock is beyond descrip-tion. A drowd of 30,000 people sent up a cheer the like of which was never before heard in Glasgow, at the same time waving their hats and handkerchiefs, and banners bearing Lord

Great Enthustann Aroused by The Sun's

Dunraven's colors. THE SUN's messages on the progress of the race and the final result were again far ahead of those from any other source. The time of transmission on some messages was only half a minute from the time of filing in New York. Hundreds of telegrams telling the result were sent by the Citizen to all parts of Great Britain and Europe, giving the first news of Valkyrie's vic-

Practical yachtamen regard Valkyrie's sailing to-day as confirmatory of the form she displayed on the Clyde, when her weak point was

The rejoicings here this evening are someer's protest may possibly be sustained and the

Reuter's agency, a European connection of the Chicago Associated Press, again blundered by stating that the yachts were recalled at the The despatch announcing the Valkyrie's vic-

tory was sent at 2:5714 o'clock from the telegraph room of THE SUN to the Citizen by direct wire of the Anglo-American Telegraph Com-The difference in time between New York and Glasgow is five hours. It will thus be seen that half a minute after the message left New York the people of Glasgow were cheering the victory of Lord Dunrayen's boat,

SPECTATORS OF THE RACE. Great Plottila of Boats Leave Their Bocks Early for the Starting Line.

At early dawn yesterday persons began to arrive at the piers of the steamship companies that intended to send boats down to the second race between the Defender and the Valkyrie III. As soon as the gangplanks were lowered a rush was made for the shady side of the steamers. The Iron Steamboat Company's boat Sirius was boarded early by members of the Seventh Regiment. After receiving her full complement she pulled out into the river. As she left

the pier the boys of the Seventh began singing about the Defender in one big chorns, and the band soon joined in an accompaniment. From that time on the steamer was a moving mass of life and sound. The Iron Steamboat Company's fleet the Si-

rius, the Cepheus, the Taurus, and the Cetusleft Pier I at 9:30 o'clock sharp, each boat carrying about 800 passengers. The Sam Sloan was well loaded. She cast off her hawsers from Pier 15 and headed south. The Isabel left the Battery at 9 o'clock, just as the Hudson pulled out from Pier 8 on the North River, and a few moments later the New Dominion liner Yorktown joined them, having left her pier a little had all she could carry. The Bay Queen left Pier 6 with a large crowd aboard. The Mary Patten, the Elberon, and the Pleasure Bay took quite a number to Hischland Beach, where they expected to be able to see the race from the Highlands. The Grand Republic and the Gen. Stocum were the centre of a florilla or small craft that crawled in their wake as they have in sight off the Hattery. Both boats were fairly filled and the crowds well distributed. Then the Block Island steamed down, followed by the Al Foster, the Mount Hope, and the Monmouth. The Myndert Starin rounded the Battery at 10:20 o'clock, preceded a few momental by the City of Lowell and the fitchard Peck. For the accommodation of those left back in the morning the Iron Steamboat Commany ran the Perseus down to the finish line at 12:30 o'clock. left Pier 6 with a large crowd aboard.

the merning the fron Steambeat Company can the Perseus down to the finish line at 12:30 o'clock.

It was a wonderful procession that wended its way down the bay. Each beat was gayly decorated, and the passengers vied with each other its making the most noise. On reaching the course the excursion fleet began Jockeying around the starting line in the hope that they would be near when the racers got away. But they were soon forced on, and had to steam a mile away in order to get in clear water to turn around. This occurred time and again, and it proved to be a moving panorama of craits.

The race was watched with much interest aboars. Commodore Holley's excursion beat, San Sloan. In common with quite a number of the excursion fleet she had many passengers who were maware that the fleet Yankee was shy one small but highly important preventer back siay. There was consequently much speculation as to the particular kind of salty astureness which inspired Skipper Haff to go so short on head salt. This speculation settled into the solid conviction that Can. Haff was all right and knew what he was about.

In the rush home, when the booms were to starboard and the preventer backstay on that hand was available, the Perender picked up so hand; among those on board the Sloan were Deputy Register John Van Glahn, Senator George W. Robertson, Matthew Clune, and a big delegation from the Pavonia Yacht Club led by six-foot Capt, Ellict. The Sloan, as usual, was not crowded with passengers and did not crowd the yachts.

The steamer Mount Hope of the Fall River

yachts.
The stramer Mount Hope of the Fall River and Providence Steamboat Company fairly outdid herself. Her passengers were delighted with the view of the great race. She was with the yachts at the start, on hand at each turn, and immediately beside the stakeboats at the finish. finish.

To-morrow the flag carried by the America when she won the cup in 1851 will be displayed from the steamer John E. Moore.

THE POLICE BOAT PATROL

And Her Staff Have an Easy Time at the Race.-They Help the Nada Returning. The police boat Patrol, in command of Acting down for the race at 6 o'clock yesterday morning from Pier A with a small party of guests. None of the Police Commissioners was on

Among those who went along were Major croft, clerk in the Chief's office; ex-Health Offier Jenkins, and Police Surgeons Gorman and Williams. The latter were aboard officially, in

It is Not What We Say

But what Hood's Sarsaparilla Does that tells the story. Thousands of voluntary testimonials prove that

Prominently in the public eye to-day. | saloon passengers clambered upon the rail and

the excursion fleet. The Patrol put in at Quaradjunct to the patrol yachts in warning the excursion fleet from approaching too near the big yachts. The crowding of last Saturday was not repeated yesterday, the excursion boats keeping

at a respectable distance. One of the best views of the race was enjoyed from the Patrol, but not all on board participated in the enjoyment. That funny feeling which comes to some with the heavy rolling of a vessel overcame two of the guests, and each looked the picture of despair. "Oh, for Pier A." cried one of the sufferers, as he sat doubled up with sea sickness. Several of his friends

a vessel overcame two of the guests, and each looked the picture of despair. "Oh, for Pier A." cried one of the sufferers, as he sat doubled up with sea sickness. Several of his friends comforted him by mentioning pork.

He was assured that the ocean was like a lake compared to what it would be before the Patrol had gone over the course. These remarks increased his suffering so much that he was abliged to retire to Capt. Copeland's cabin and lie down. The beauty of the race was destroyed for the poor fellow.

As the boats crossed the finish line he was aroused by the tooling of whistles and staggered pale-faced out of the cabin, uttering a faint cheer for Defender, which some one jokingly told him was the winner. "If she had only won," he remarked when he learned of his mistake, "I would have something to comfort me."

The comments which saluted the Patrol as she pased the edge at the saluted the Patrol as she pased the edge at the county of the boats that passed close to the Patrol was the Sirius, which had the Seventh Regiment Veterans and their guests on board. Major Kiph belongs to the association, and he was at once reconfized by his comrades as he sat by the pilot house of the Patrol. He had to answer any number of salutations from the "Veta." Salutes were also exchanged between the two boats.

There was probably no gloomier crowd of excursionists on any other boat than those on the Patrol as the Valkyrie crossed the finish line a winner. When the result was announced there were some mysterious adjournments to seeduded parts of the boat. On the home trip the Patrol was signalied by the small steam yacht Nada, owned by Charles R. Flint, the well-known South American trader. The police boat went to the yacht's assistance.

"We have lost our rudder," shouted the yacht's Captain. The small craft was unmanageable and pounded around in the rough sea. "Have yon any passengers?" asked Capt. Copeland. The offer was accepted and a l

AT THE NEW YORK YACHT CLUB

And the Principal Hotels the Foul Is Discussed in All Its Bearings. There was an air of anxiety and suppressed excitement about the usually quiet Madison avenue home of the New York Yacht Club las night. The members who had been to the race came early in the evening, and later on they were joined by the stay-at-homes. The house has not been so crowded since the annual election. Among the first arrivals were W. L. Brooks, Borden Harriman, Jr., F. T. Robinson, Secretary Oudle, and Hear Commodore Bergan. All had seen the start, but were not near enough

to see the accident. The excitement was not confined to the club house. A growd of interested spectators stood before the place through the night and eagerly questioned every one who entered or emerged. There was a "Cheer, boys, cheer!" sir about the men who talked the situation over in Delmonico s café, and they professed confidence in the good judgment and courage of the Regatta Committee. They acted calmly, but the men in the lobbies of the other Broadway and Fifth avenue hotels made noise enough to balance

things. There yachting rules and the right of way were hotly discussed by men who did not know a marlinspike from the ace of spades or a halhard from a toothpick. Sea lawyers were much in demand. There was the usual throng of nautical men and women in the fashionable restaurants, but, unlike on Saturday night, gorgeous habiliments had taken the place of the rumpled outing attire, the sachting pilgrims having returned to town in time to dress for dinner. ne?" were questions heard on ever the New York Yacht Club. E. E. Chase, Chairman of the House Committee, said: "Conceding that Defender was fouled, other questions arise. Now, was there sea room enough between the

Valkyrie and the Luckenbach to permit her to

Defender signal for room? The committee must

make room for Defender, and again, did the

take evidence on all points before deciding, and the final decision will be founded on sound law."

Stephen Peabody said:

"I wouldn't care to be a witness or anything of that sort, but I had a good view of the whole thing. I believe it was a case of jockeying on Capt. Cranfield's part, with unfortunate results. Without doubt, he thought the boom would clear the backstay of the Defender by a narrow margin, but unfortunately he missed his calculations. Defender showed great staying powers after the shrouds were weakened."

The members crowded every room in the club house and discussed the state of affairs from every standpoint. The recent protest granted against the Yampa, in England, although the offence was unintentional, and the strict measures meted out to Royal Phelps Carroll when abroad with the Navahoe, were instances frequently cited to show that the Regatta Committee would act up to the letter of the law and not temper justice with mercy. Two of the late visitors were Frederic tiebhard, making his nest appearance at the club house in over a year, and W. H. Sands, Sr.

"There is no doubt about the foul," said Mr. Sands. "Valkyrie's liability depends, however, on whether the Defender was in her right place or not. This is the nut the Regatta Committee must crack." take evidence on all points before deciding, and the final decision will be founded on sound

THE ATTENDANT PLEET. .

Magnificent Muster of Yachts and Excur-sion Boats Down the Bay. There was even a more magnificent fleet of steam and sailing yachts at the starting line yesterday than on Saturday. Among them were: W. K. Vanderbill.
Mary Lewis.
ton Namuel C. Lawrence.

Sylvia Cem F. M. Rown. Sheerwatef J. P. Morzah. Hamona H. M. Gellig Hamona H. M. Gellig Hamona J. H. Hanan. Queen Mals Percy Chubb. Alicia J. H. Hanan. Queen Mals Percy Chubb. Alicia H. M. Finser. Conqueror F. W. Vanderbitt. Introdid Lloyd Phemix Farraccuta John R. Fell. Washita John P. Puncan. Washita John P. Puncan. Washita John P. Puncan. Washita John P. Hanawille. Laquowa J. H. Hall. Sara F. C. P. Hanvelle. Laquowa J. H. Hall. Sara F. C. Phanvelle. Laquowa J. J. Hall. Sara F. C. Phanvelle. Laquowa J. J. Hall. Sara F. C. Phanvelle. Laquowa J. J. Hall. Sara F. C. Phemour. Laquowa J. J. J. Lockhart. Adalanta J. J. Lockhart. Adalanta J. J. Actor Saganore Edgar T Scott. Saganore Edgar T Scott. Saganore Edgar T Scott. Feeries George W. Harkness. Phanyeless Mrs. Lacy Carnegle. Suttana J. P. Drevel. Margareta A. J. Drevel. Margareta A. J. Drevel. Margareta C. M. Meyer. Sayahos Royal Phelps Carroll. There was the usual crowd of excursis There was the usual crowd of excursis There was the usual crowd of excursis	Eapphtre	Eugene Higgins.
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There was the usual crowd of excursion steamers, including the St. John, with the New York Yacht Club members aboard: the tayhndotte, chartered by the Seawanhaka-Coriothian Yacht Club: the Gay Head, with the members of the Atlantic Yacht Club: the Cyrius, carrying the members of the hiverside Yacht Club, and the Al Foster, with the members of the Marine and Field Club of Hath Beach. In addition there were noticed:

The Sam Stean, Block Island, Yorktown, Aurora, Hudson, Grand Republic, temperal Shocum, Sichard Peck, City of Lowell, Eighte, blewild, hay Queen, Mount Rope, Rommuth, Wantert Sterm, Havana, Angler, Isabel, William C. Eigerten, John Sylvester, James P. Schuyier, and Taurus.

CHEERED FOR THE DEFENDER. The Teutonic's Passengers Heard the News

LONDON, Sept. 10. When the White Star steamer Teutonic, which left New York for Livbool on the 4th inst., was approached at Queens-town this afternoon by the tender, many of the

the excursion fleet. The Patrol put in at Quarantic landing to take Dr. Jenkins aboard. The boat was late in reaching the course, and the start had been made when the white yachts were first sighted. The police loat took up a position abreast of the racers and acted as an

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shouted inquiries regarding the result of the first of the races for the America's Cup. When they were informed that the Defender had won, the Americans cheered wildly and in other ways showed their satisfaction over the news, The newspapers which contained accounts of the race were eggerly bought. During the voyage a number of wagers were laid at odds of five to four on the American boat.

A TALK WITH J. ARTHUR GRANT. Owner of Spruce IV. Says Valkyric III, Is

the Best English Yacht Ever Built. J. Arthur Brand, the English yachteman who has come over to New York to sail for the Seawanhaka-Corinthian Yacht Club's new international challenge cup for small yachts, saw the race between the Defender and Valkyrie III. yesterday from the deck of the Seawanbaka's special steamer Guyandotte. He was accompanied by his friend, De G. Lee, and his sailer lad, Tom Wade. Mr. Brand was asked

"Did you see the accident to the Defender?" "I saw that something had happened to Defender, but we were toe far away to make it out distinctly," was the reply. "In your judgment, how was Valkyrie

Very well, indeed, but it seemed to me that her balloon jib did not do any good off the wind. In fact, it seemed to me at times to be an actual detriment. Defender was much the faster of the two off the wind. Thursday's race ought to be very interesting, but I am a bit afraid to go

the two off the wind. Thursday's race ought to be very interesting, but I am a bit afraid to go and see it lest my present cheerful impression of Valkyrie should be clouded at the finish. But there is no doubt that Valkyrie is a good boatthe best English yacht ever built. She would have besten Britannia and Alisa out of sight off Sandy Hook to-day."

"What is your opinion of the excursion fleet?"

Mr. Brand simply held up both hands in speechless amazement. After a moment he said: "I never saw anything like it anywhere. It was amazing. I never supposed that there were so many tugboats, steam yachts, ocean steamers, and three-decker steamboats in the whole world, and yet as we returned up the bay I noticed that there were still more of these craft going about their everyday business affairs. What a wonderful interest you do take in these yacht races. In England you would not get a twentieth part of the attention, even though you should sail around the liste of Wight bottom upward. It is enough to stir the sportsman's blood. On the whole I think the excursion boats behaved very well. I could not see that the yachts were interfered with in the least. I've had a very good race," said Mr. De G. Lee to The Sts reporter. "Valkyrie sailed well, but I am very sorry that anything happened to the Defender. I did not see the foul or the accident, as our boat was too far away."

Tom Wade said that he had been handsomely treated aboard the Guyandotte, and from all points of view he had every reason to be satisfied with his day's excursion." Defender is a wonderful boat off the wind, "he said. "She fairly outfooted Valkyrie in reaching and running. It was a good race."

ENGLISH PAPERS ON THE RACE. Damage to the Defender Enough to Affect

LONDON, Sept. 10 .- The Daily Graphic, commenting upon the result of to-day's race for the Valkyrie, will say to-morrow that however. slight the damage to the American boat in being fouled just before the starting gun was sult of the contest.

furnished by the Reuter Telegram Company, will

dualities in latting to one; the committee signal.

The Daily News will say it is evident that the Defender and the Valkyric III. are beautifully matched, and that this fact promises to make the races between them interesting to the very end.

The Standard will say that the first two races have thrown very little light upon the respective merits of the yachts, and the final result is still an open question.

THE A. P. YACHT REPORT A CRIME. A Patron of the Service Denounces the Im-

GRAND RAPIDS, Mich., Sept. 10. The Evening Press, the local organ of the Chicago Associated Press, to-night, in denouncing that news serrices, to-night, in denouncing that news service, says: "Its report of the yacht race was a crime. Happily the Evening Press had other sources of information on the race and was enabled to give a truthful account of it. The Evening Press, as one of its patrons, does not propose to submit to such impositions on the part of the Associated Press without a protest."

MEEHAN A HAPPY FATHER. He Fought Three Policemen While Cele-brating the Birth of a Non.

Mrs. Patrick Mechan of 669 East 151st street gave birth to a child last week, and since the has been celebrating. Last evening about 9 Southern Boulevard, opposite the Harlem bridge, and was put out. The fight was con-

tinued in the street.

Policeman Povin of the Morrisania station atreniceman rowin of the Morrisania station at-tempted to stop the fight. The whole party turned on him. Two other policemen went to his assistance, and all the fighters except Mec-lan ran. Mechan fought the policemen, and John Jacob Schneider, 25 years old, of 1559 Fast 149th street, his brother-in-law, helped him. Both men were taken to the station house. They fought the officers all the way, and it was found necessary to club them into submission.

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SPANIARDS AMBUSHED. Their Train Taken When on Their Way to

Surprise Sanches President Palma of the local Cuban Junta received a letter from Gen. Seraffn Sanches yesterday. It was dated Sept. 2 and despatched from camp near Sancti Spiritus. It described one of the most recent engagements of his force

with the Spaniards. Word was sent to Sanchez that a column was preparing to leave Havana, and it was believed that an attack upon his camp was intended, and that, if possible, the Spanish troops would try to surpre e him. Sanchez determined to intercept the enemy, and his first act was to tear up that part of the railway which ran into

To king a picked body of 1,500 men with him. Sar chez moved up the railway and placed his men in ambush hear the place where the rails had been cut, and waited the approach of the for.

On Aug. 2 a train moved out of Havana. Is contained 200 of the capital's fire brigade, who had volunteered for service, and 800 of the newly arrived troops from Spain.

The train came to a full stop near the spot where Saucher's men were in hiding. While the Spanish force was outting the cars the Cubans sprangout of the bush and poured a rapid fire until them.

Sancti Spir.tus.

will be sent.

strangout of the bush and poured a rapid fire upon them.

After a condict of four hours the enrine was willied with dynamite. The Spaniards abstractioned the train and retired slowly, the Cubans not following them. The Spaniards left in killed and wounded 1831; the Cubans 65, of whom 23 were killed. The Spaniards left their dead and wounded in the hands of the Cubans. The Spaniards also left behind them 300 Marser rifles and 2,000 cartridges. A large quantity of arms and ammunition was destroyed by fire and dynamite. The Spaniards took up a position at a railway station eight miles away, and the next day retired in the direction of Havana.

MORE TROOPS FOR CUBI.

Re-enforcements to the Number of 24,000 Going from Spain.

MADRID, Sept. 10. The Heraldo publishes a report of an interview with Sefor Canovas del Castilio, Prime Minister of Spain, in which the Premier expresses confidence that the rebellion Cuba will be speedily suppressed. In the mean time, he says, reënforcements of 25,000 men are going to Cuba, and, if necessary, more

Further reenforcements will start for Cubs

about the middle of October. According to the Correspondencia the insurgents number 24,000 Correspondences the insurgents number 24,000 men. It is proposed by the Government to arm the whole colonial army with repeating rifles.

HAVANA, Sept. 10.—A despatch from Santiago de Cubs says that a railway train filled with troops, en route from Caimaners to Guantanamy, was fired upon yesterday by recels, who also placed upon the track a bomb, which exploied, killing two soldiers and woonding seven.

WASHINGTON, Sept. 10.—The State Department this morning received despatches from Consul-General Ramon G. Williams at Havana corroborating the press reports announcing the release of Aguerre from prison. Aguerre and Sanquilly, both claiming to be American citizens, were apprehended and placed in confinement some time ago by the Spanish dovernment on a charge of completity with the insurrectionists. Acting under advices from this Government, Consul-Genera, Williams demanded a civil trial. The authorities dealbless learned that the charge against Aguerre could not be sustained, and he was liberated. Sanquilly still languishes in prison, the Spanish authorities helding him on allosed criminal charges.

languishes in prison, the spanish auth holding him on alleged criminal charges. WAS THE CONTRACT ILLEGAL? In a Suit for Broker's Commissions Inten-

tion to Beliver is Benied. Boston, Sent. 10. - In the Supreme Court today the trial of the case of S. Goodwin Munn, Son & Co. of New York against John H. Fisher was begun. The plaintiffs are cotton brokers. was begun. The plaintiffs are cotton brokers, and they sue to recover \$7.187 alleged to be due their for advances and commissions upon the purchase and sale of cotton for the defendant between November, 1892, and Angost, 1893. The defendant alleges that the contract was illegal because there was no intention to accept and deliver the cotton and the plaintiffs knew this. An auditor's report in the case favors the plaintiff, but the defendant opposes it.

A NOTED FEUD REVIYED. Two Men Killed in an Ontbreak of the Hat-

LEXINGTON, Ky., Sept. 10 .- John Wright, Jr., son of Mountain Detective John Wrights was attacked vesterday at Pikeville by Frank Phillips and Harney Atrip, the former a menber of one of the Hatfield-McCoy factions. Wright killed Atrip and wounded Phillips, whose friends, it is feared, will enter upop feed with the Wrights, Later, in a quarrel over the affray. William Bevins was shot and instantly killed by Jefferson Levins, bis nephas.

An October Excursion to New York. Autumn excursions to New York have been run for several years by the Rome, Watertown and Ogdensburg Railroad Company. The #3 curaion this year will be the tenth annual, and the tickets will be good for ten days from all points on the raticoad. An illustrated goo-gramme will shortly be issued.